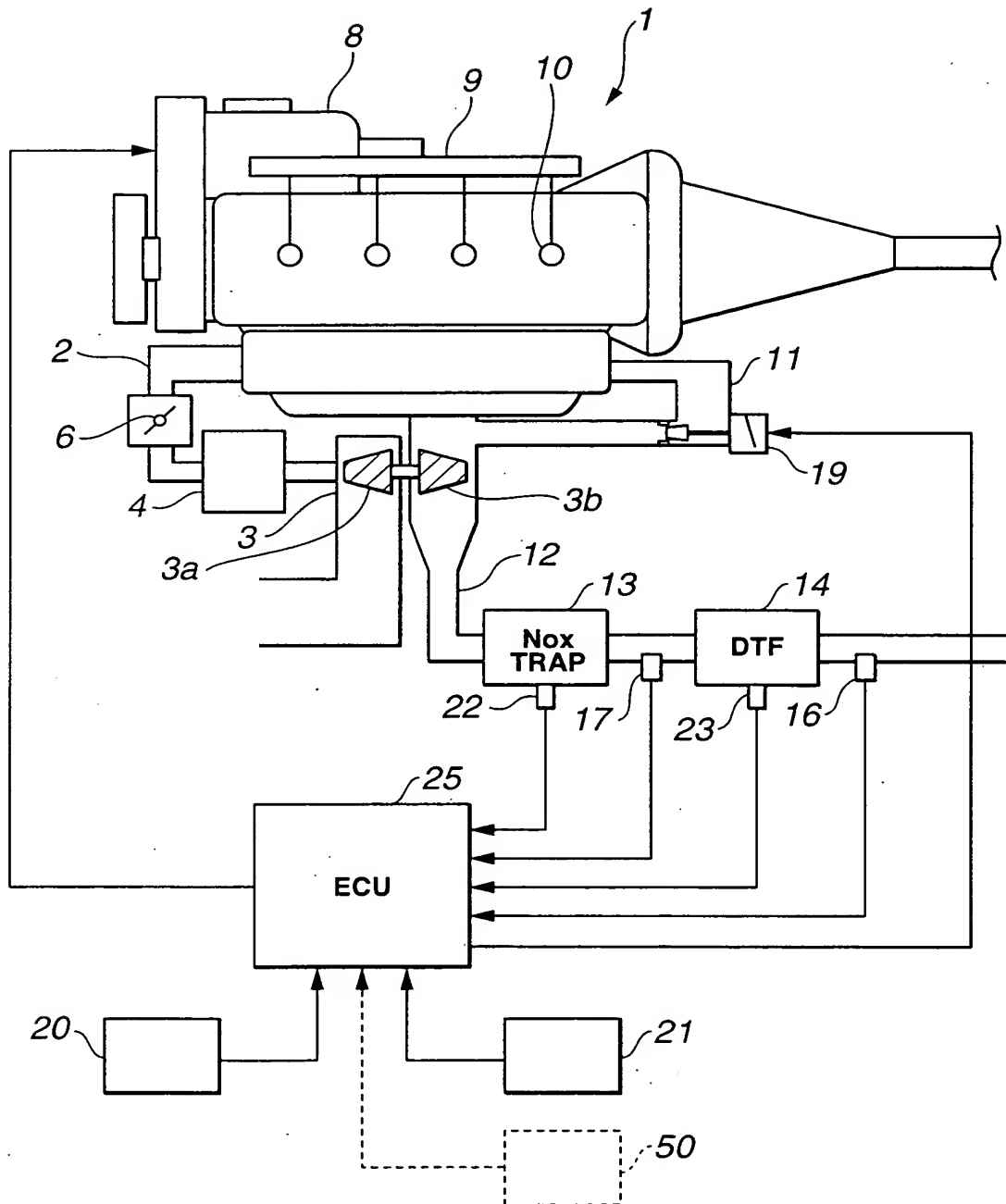


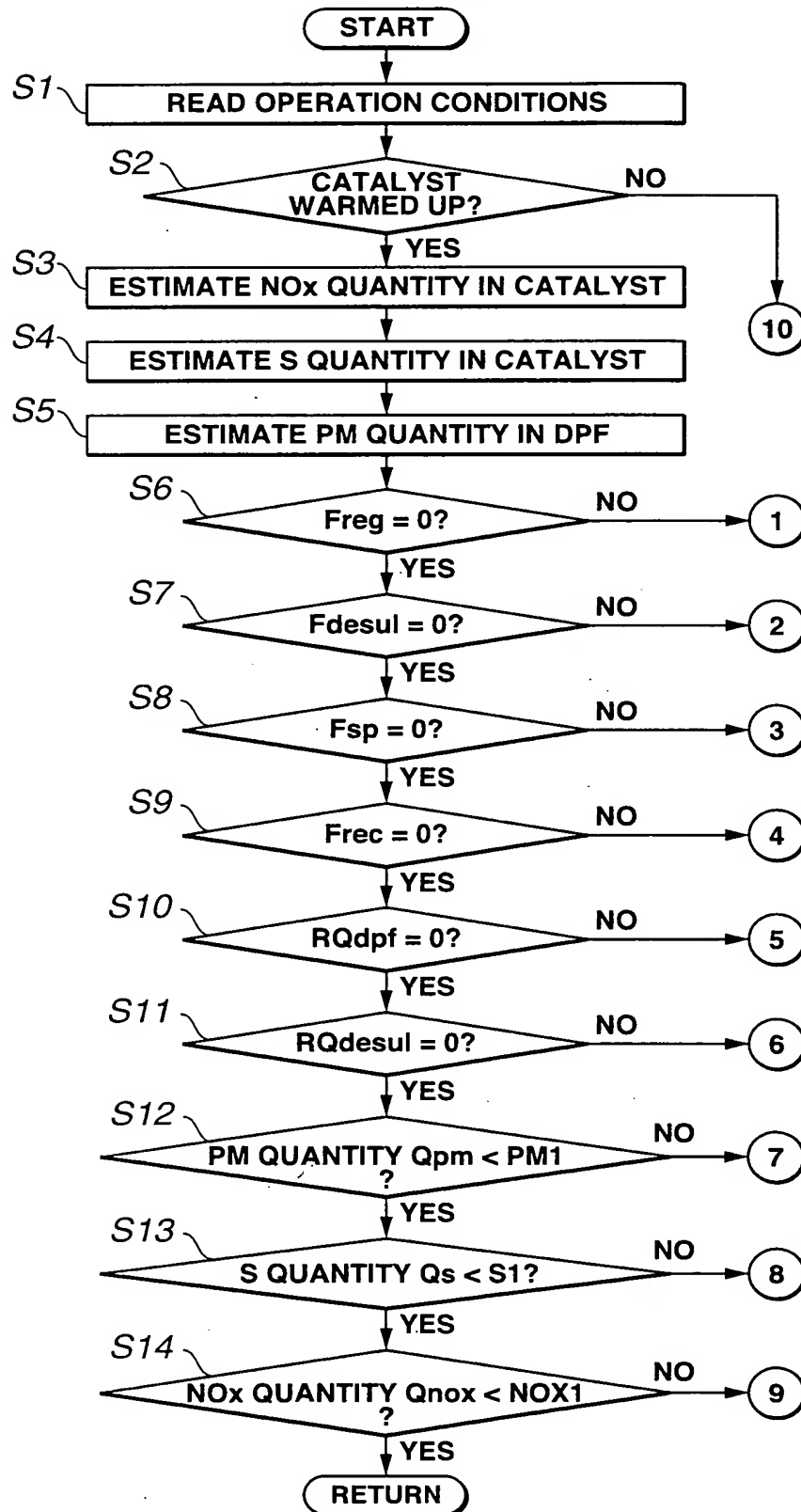
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FIG. 1



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FIG.2



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FIG.3

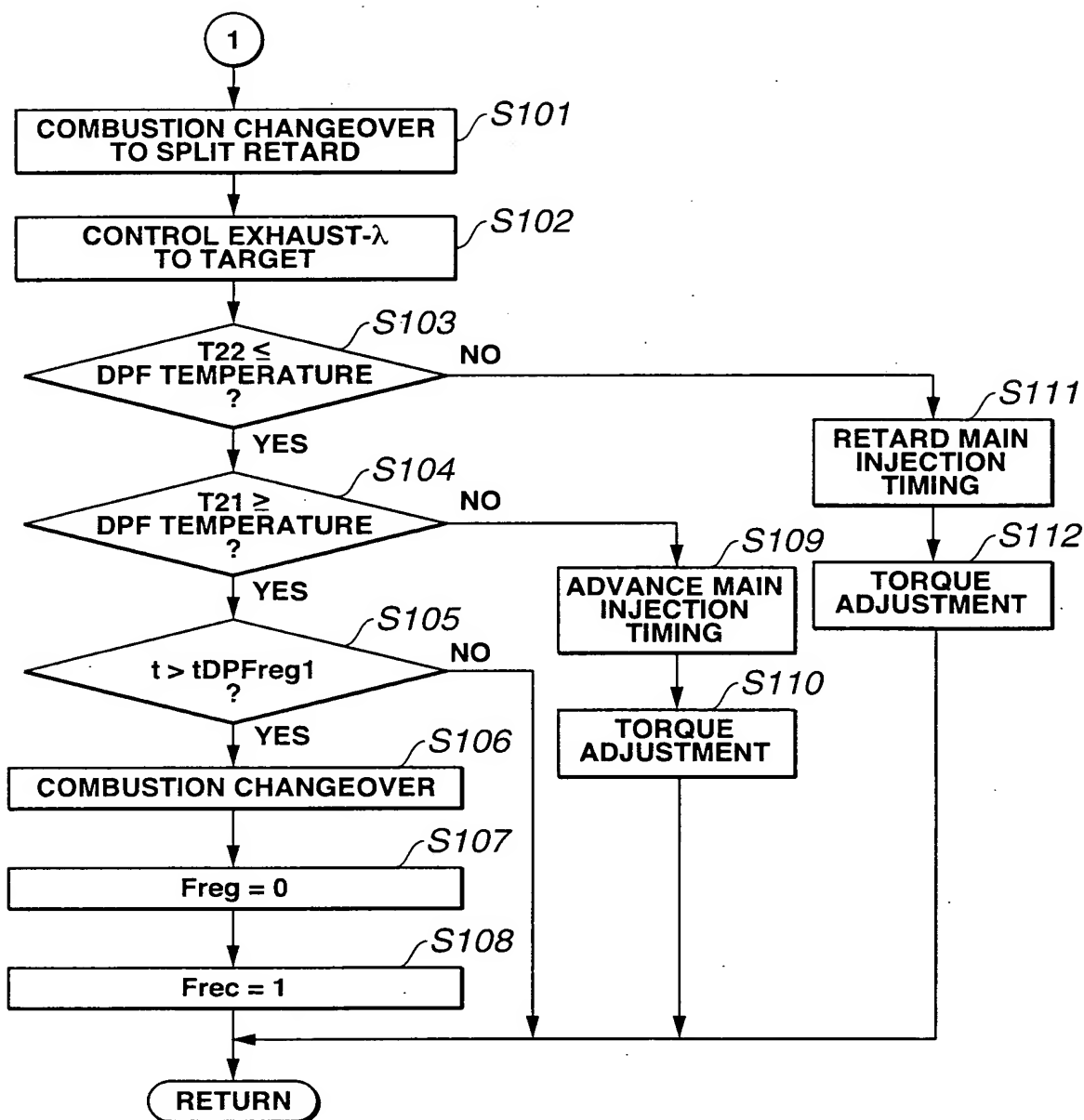


FIG.4

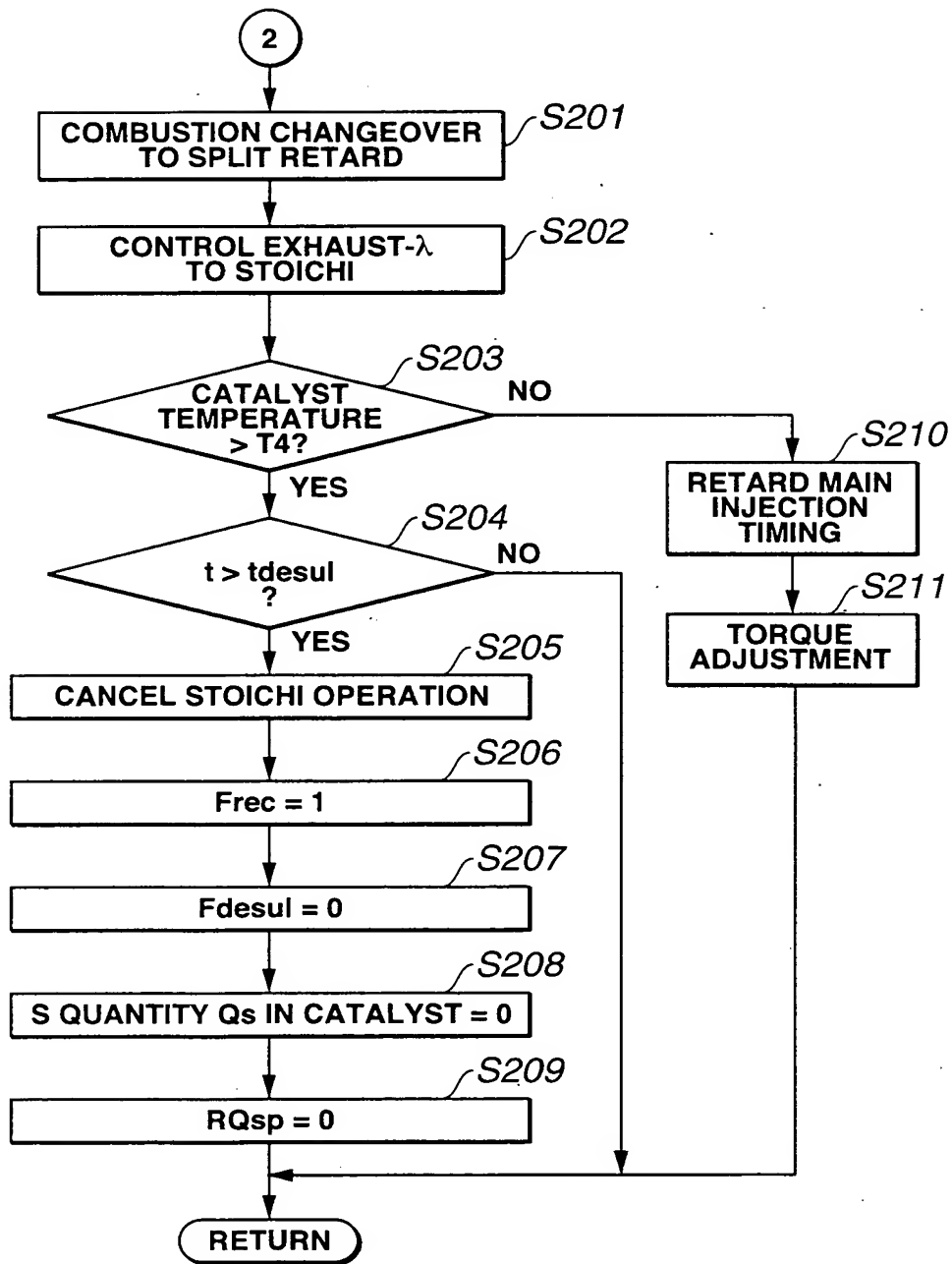


FIG.5

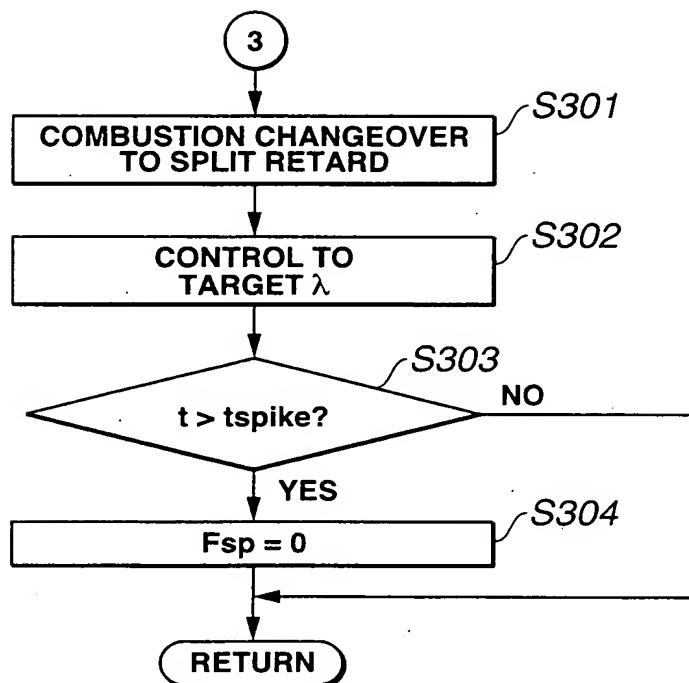


FIG.6

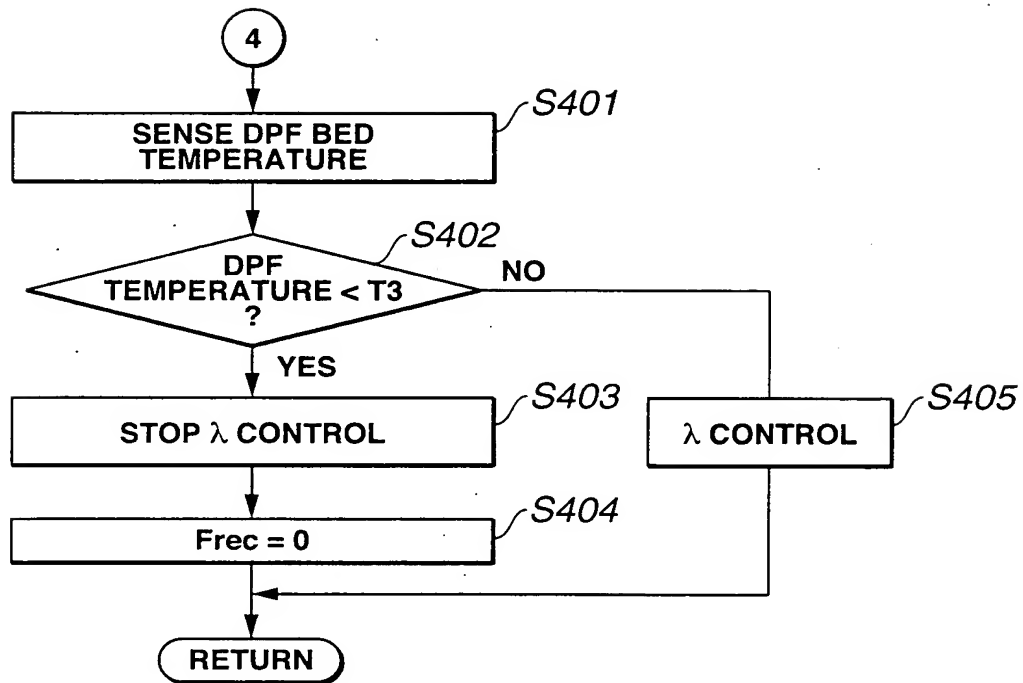


FIG.7

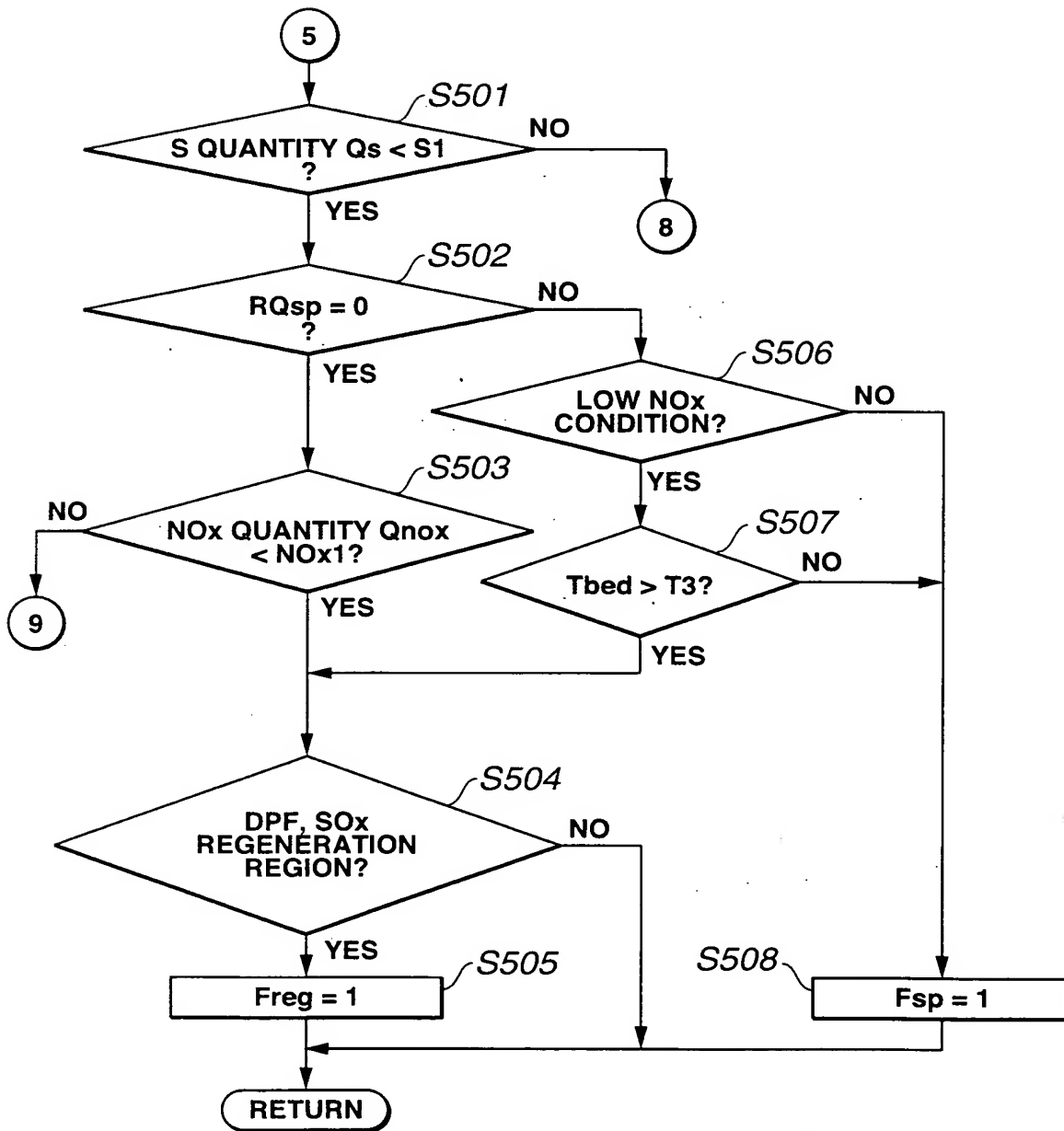


FIG.8

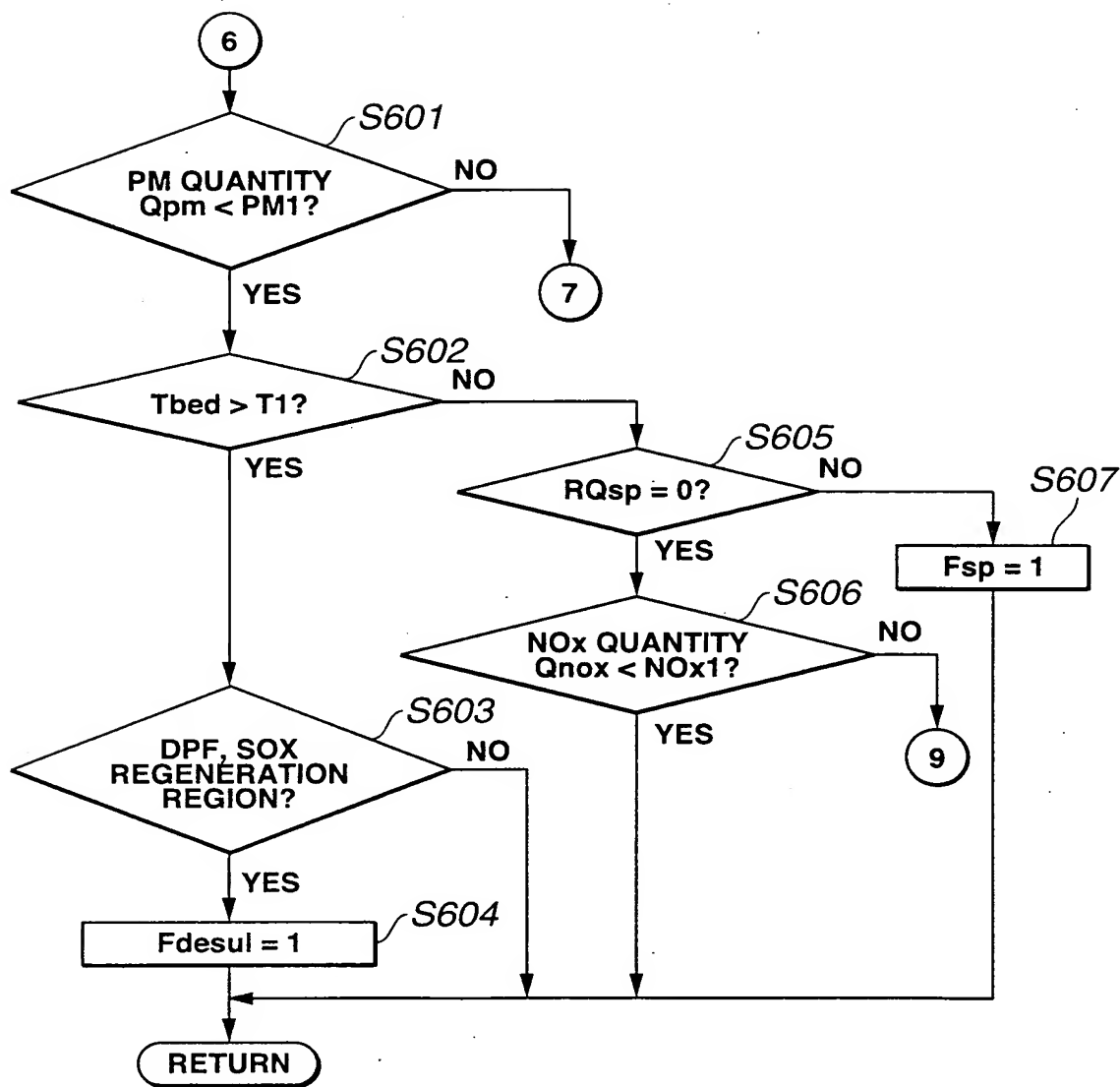


FIG.9

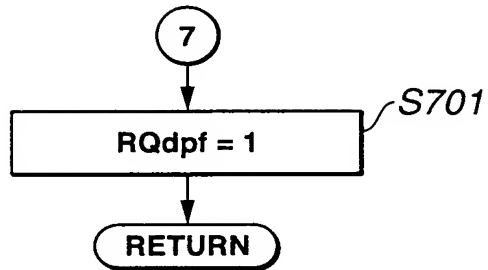


FIG.10

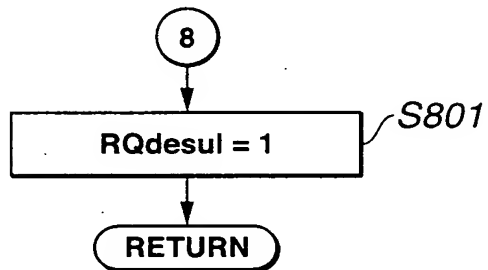
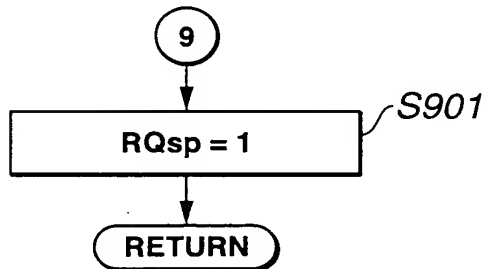
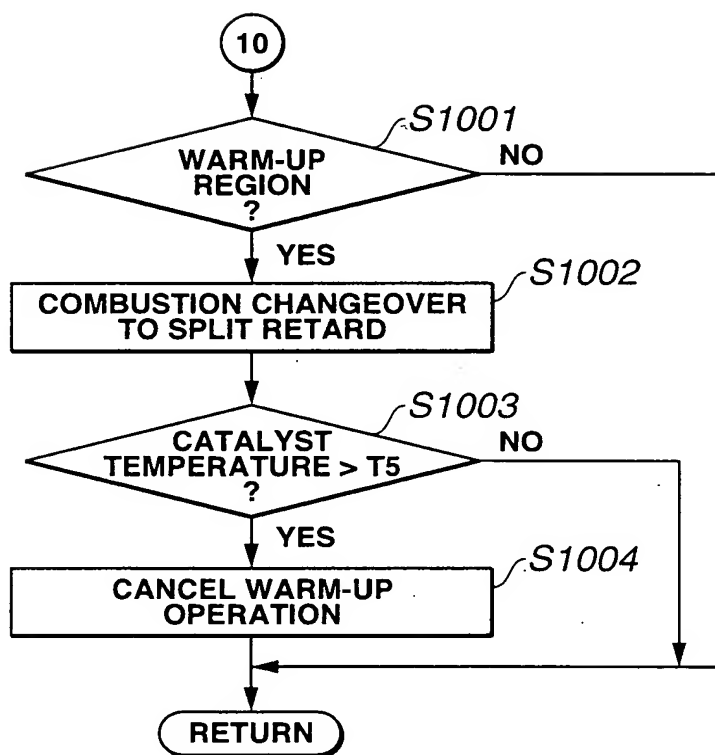


FIG.11



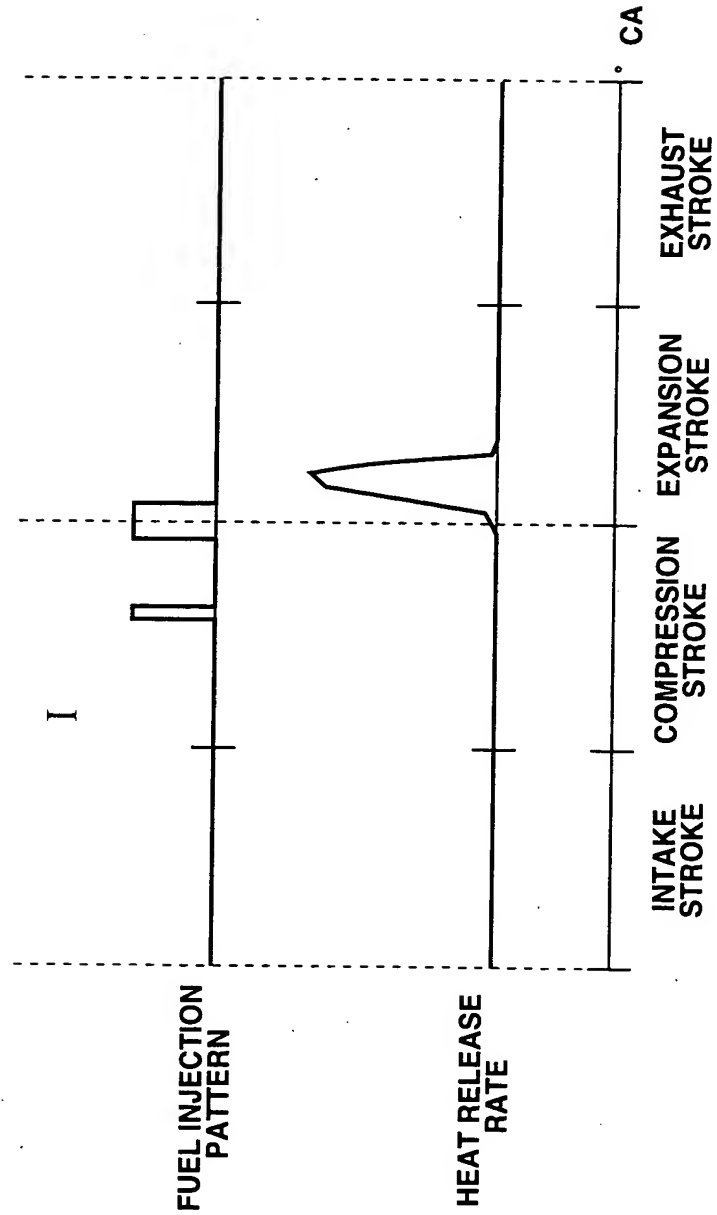
10/526489

FIG.12



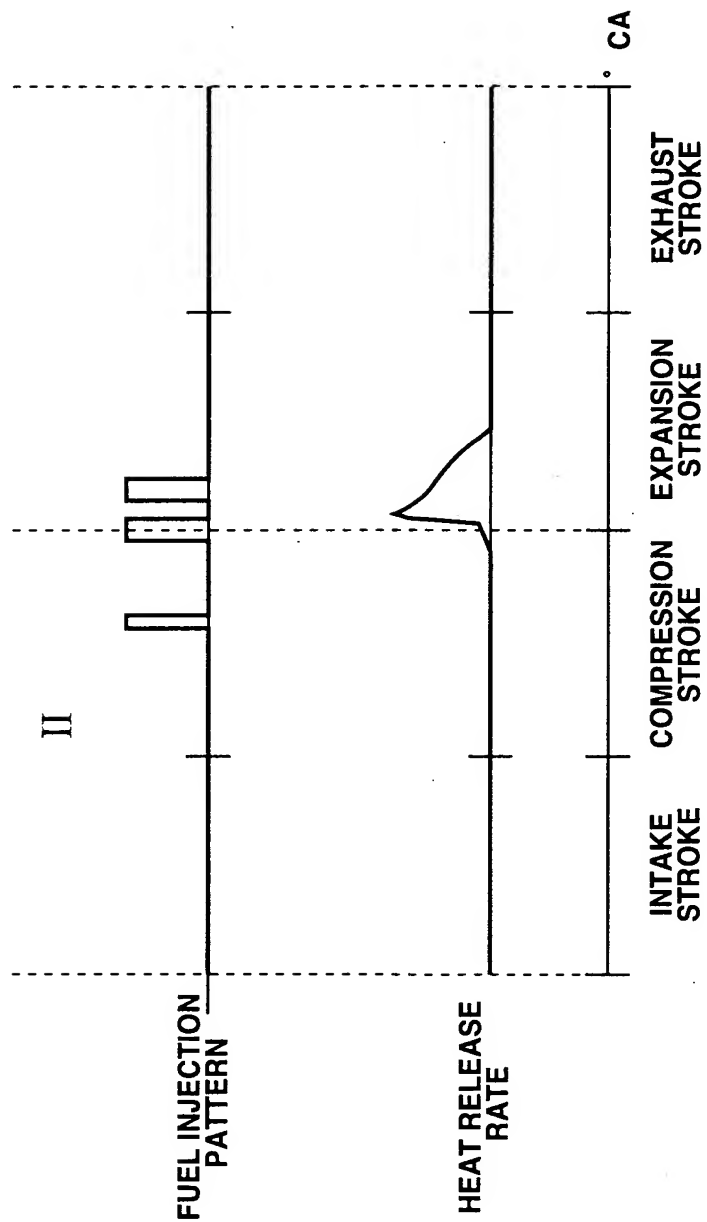
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FIG.13



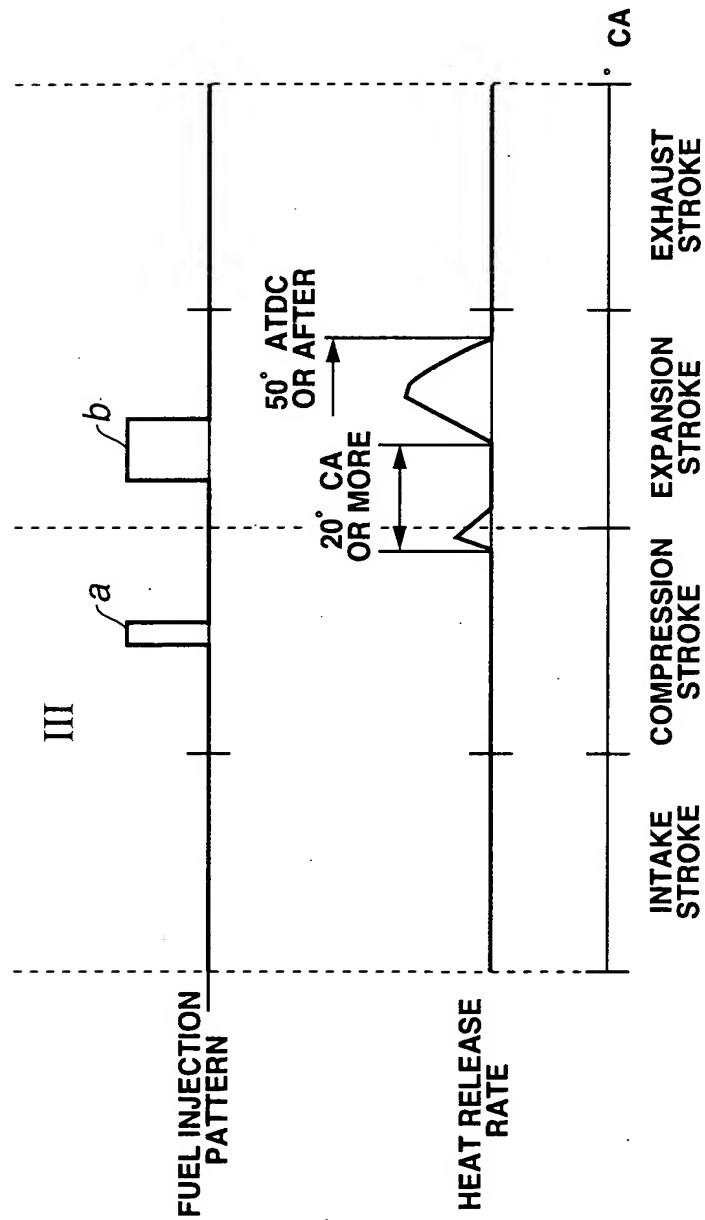
10/526489

FIG.14



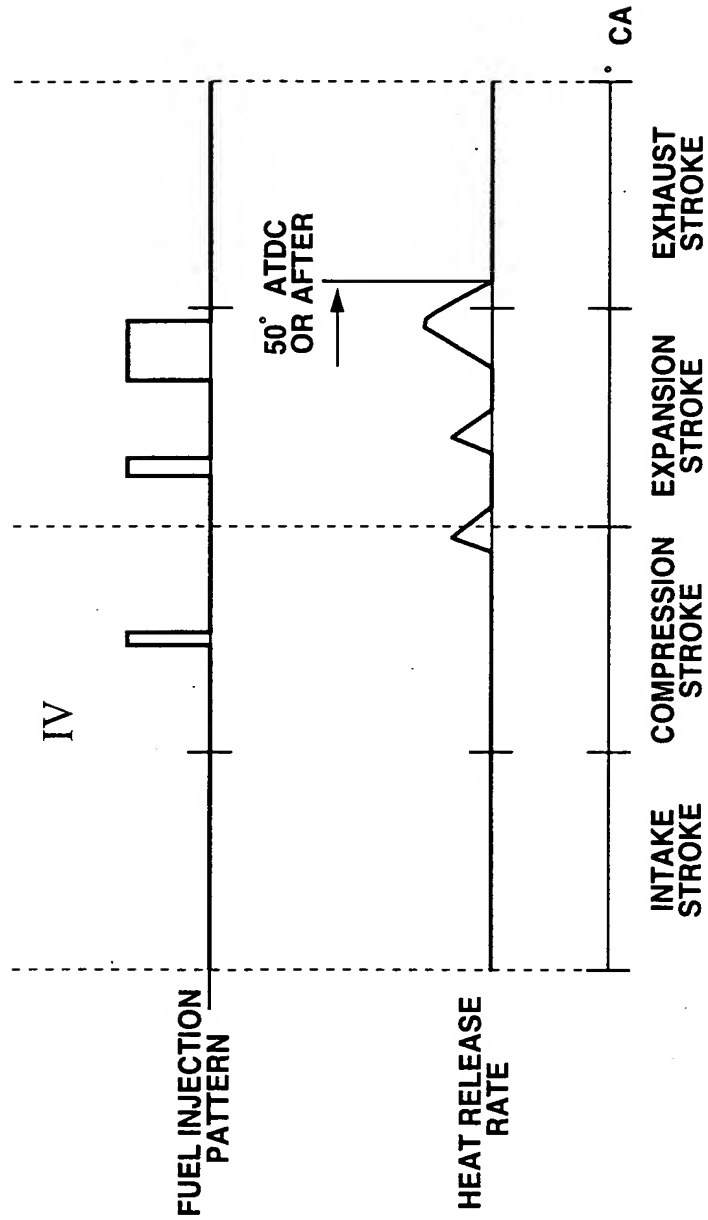
10/526489

FIG.15



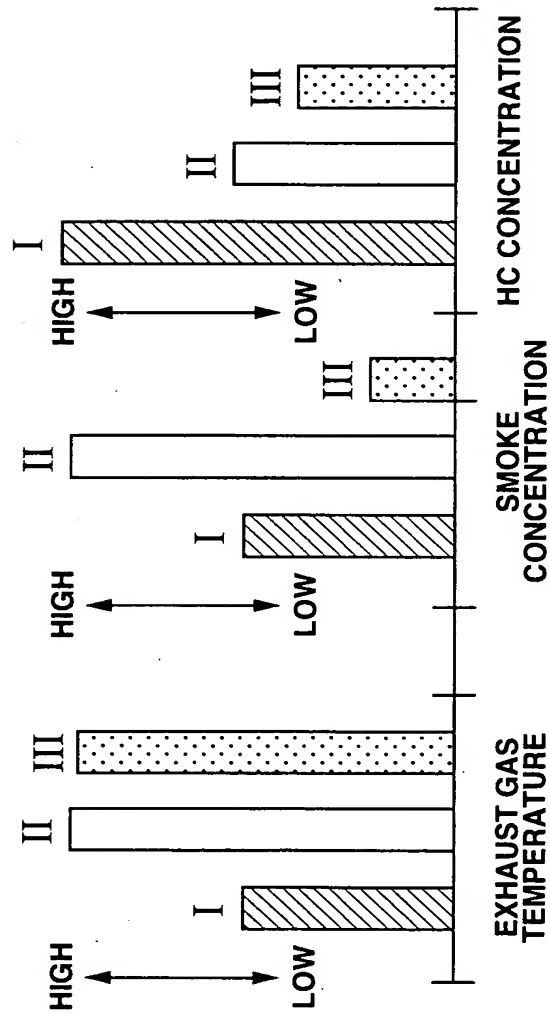
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FIG.16



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FIG.17



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FIG.18A

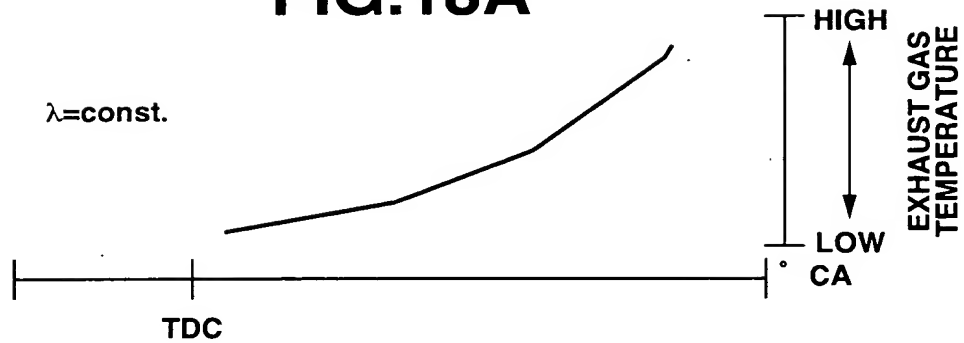


FIG.18B

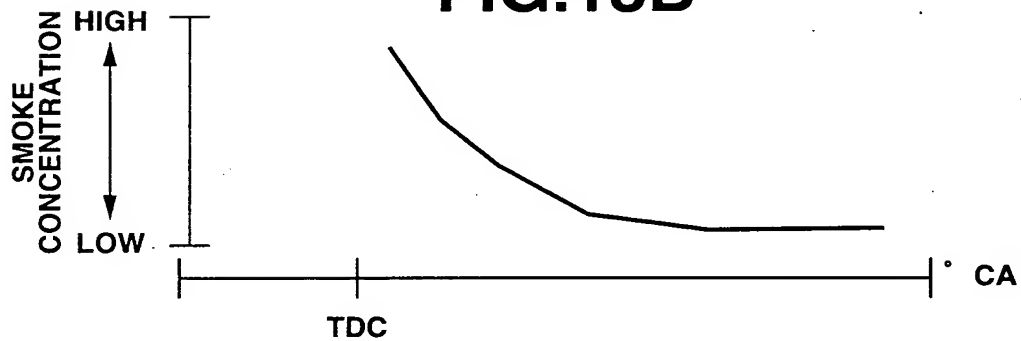


FIG.18C

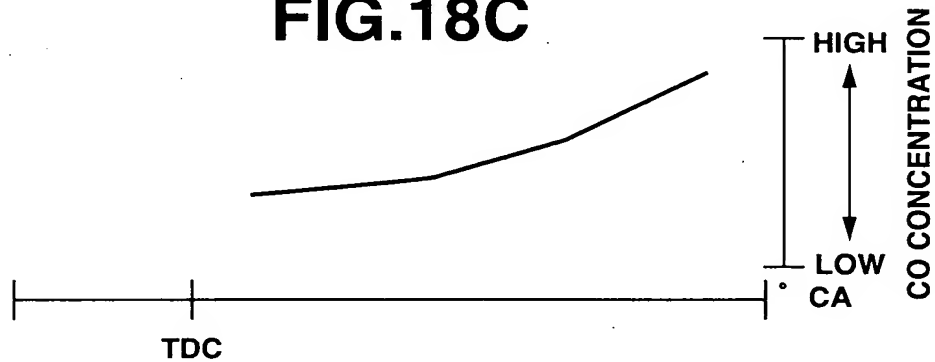


FIG.18D

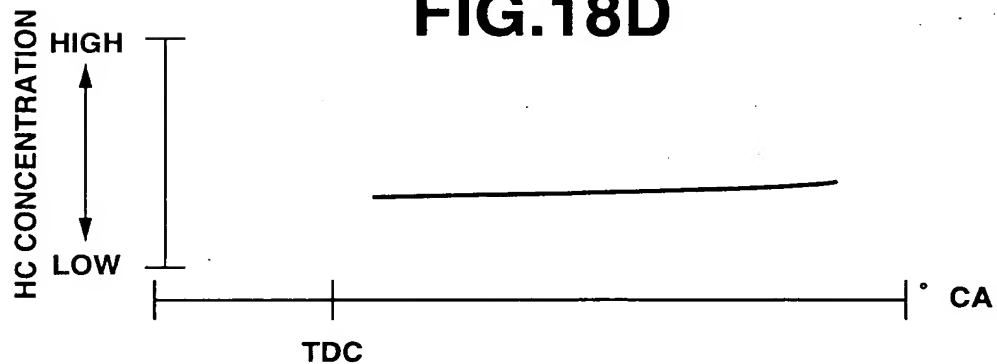


FIG.19

**TARGET FUEL INJECTION TIMING
FOR MAIN COMBUSTION**

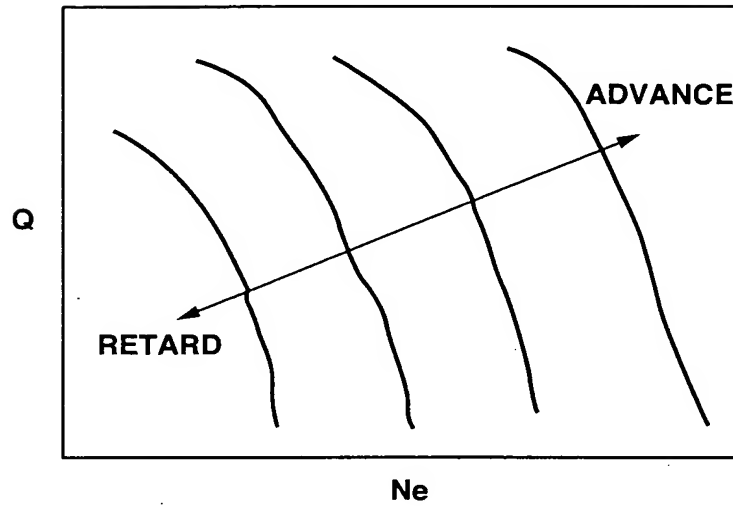
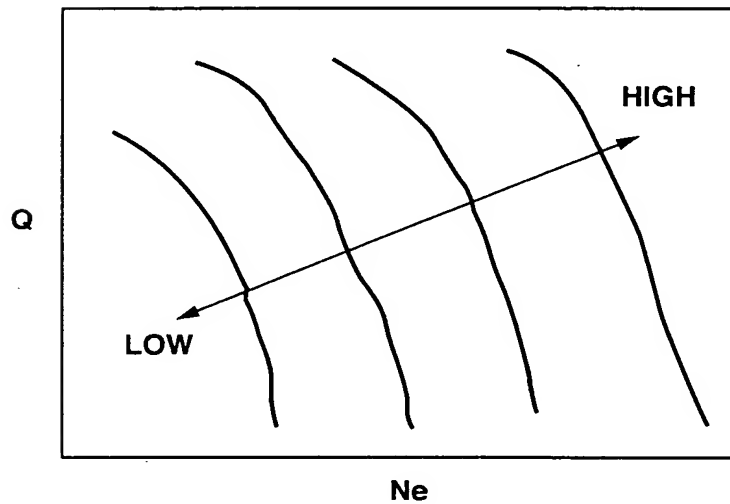


FIG.20

DPF EXHAUST PRESSURE THRESHOLD



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FIG.21

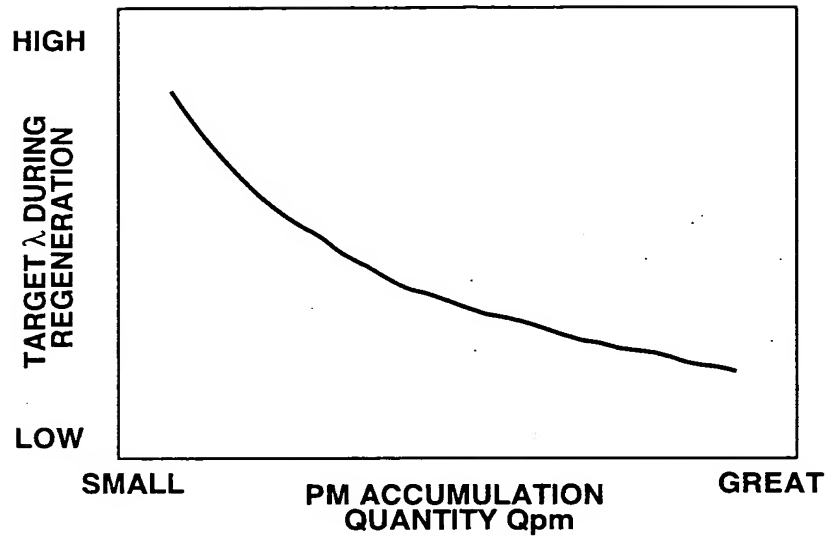


FIG.22

TARGET INTAKE AIR QUANTITY
FOR OPERATION AT $\lambda = 1$

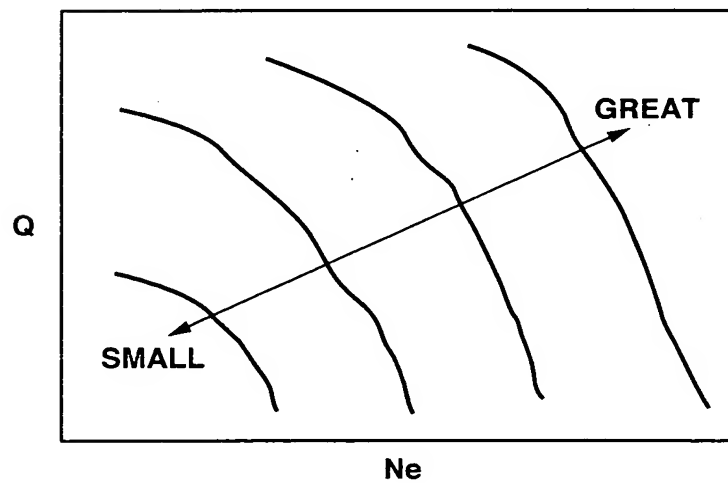


FIG.23

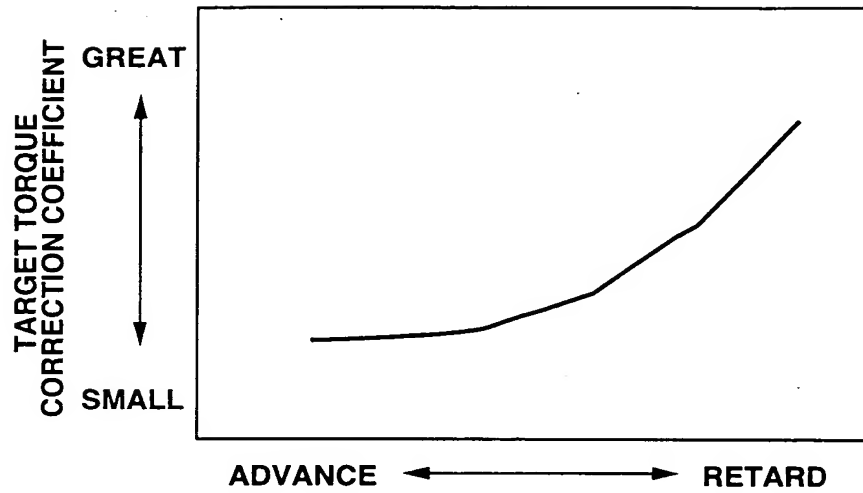


FIG.24

TARGET INTAKE AIR QUANTITY
FOR RICH SPIKE OPERATION

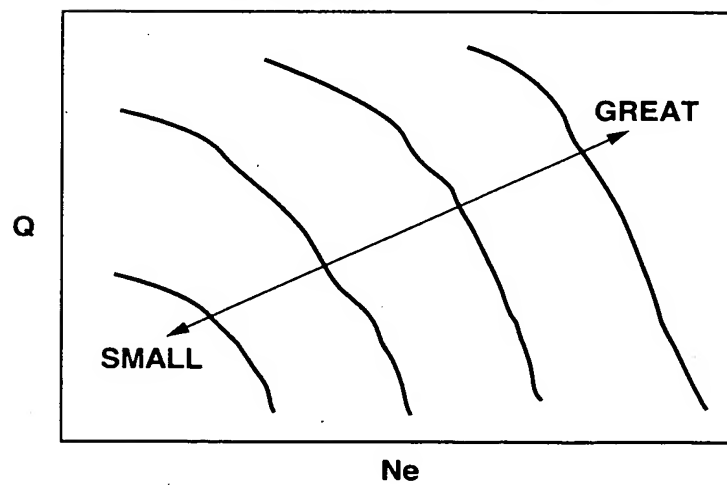


FIG.25

**TARGET INTAKE AIR QUANTITY FOR
PREVENTION OF DPF MELTING**

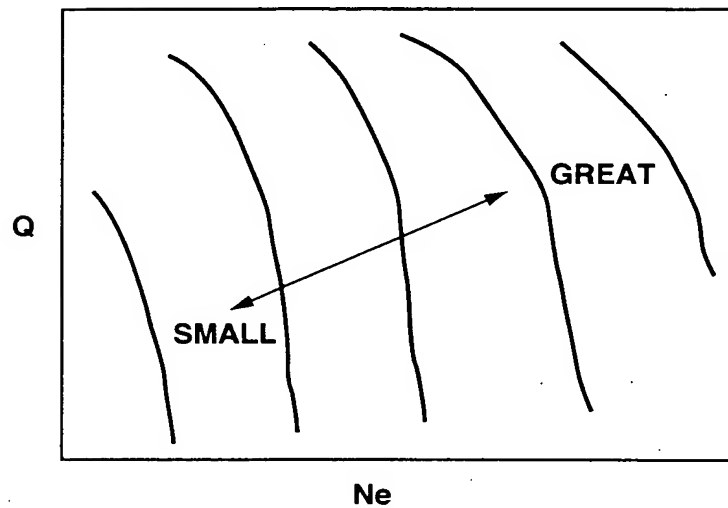


FIG.26

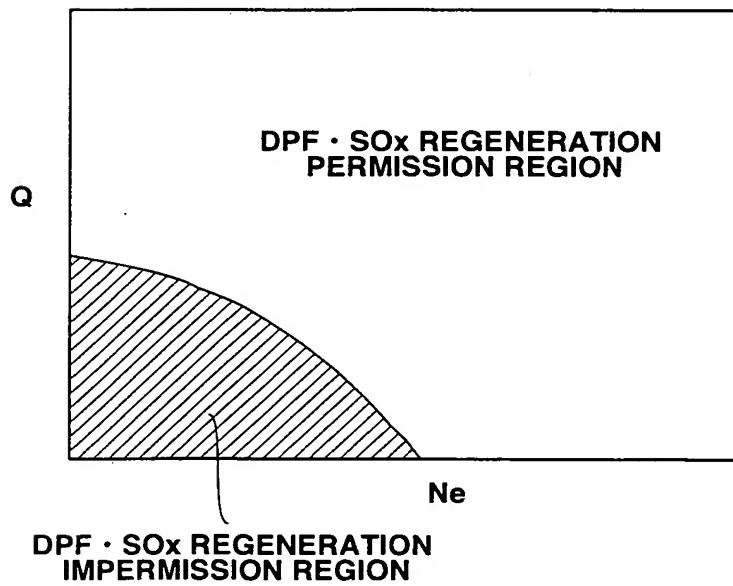


FIG.27

**TARGET FUEL INJECTION QUANTITY
FOR PRELIMINARY COMBUSTION**

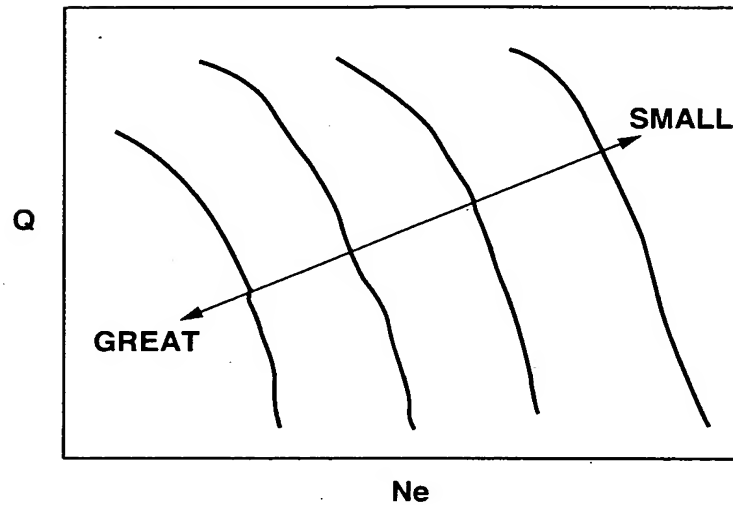
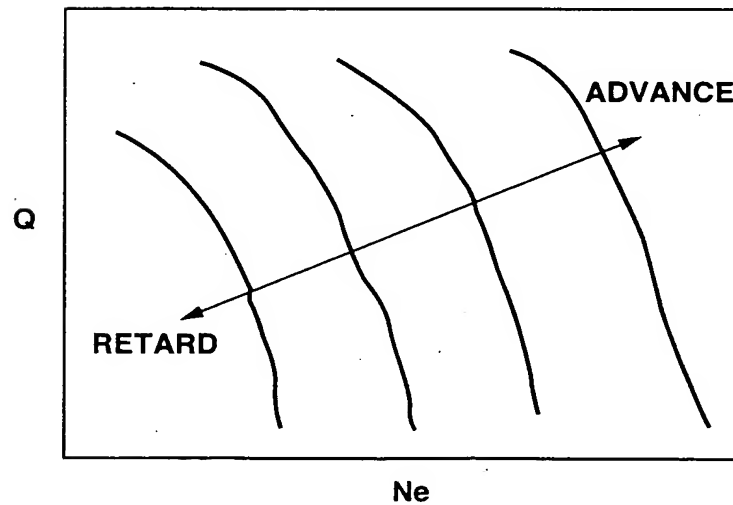


FIG.28

**TARGET FUEL INJECTION TIMING
FOR PRELIMINARY COMBUSTION**



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FIG.29

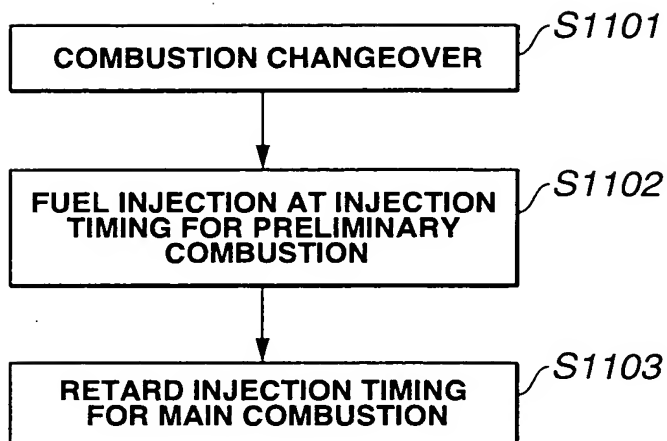


FIG.30

